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INTERSTATE COMMERCE COMMISSION

CONTRACTOR	GREENVILLE STEEL CAR CO.	
COPY No.	3	DATE 1974
COMPANY	AMERICAN ELECTRIC POWER SERVICE CORP. AS AGENT FOR AN OPERATING COMPANY (TO BE DESIGNATED LATER)	
SUBJECT	RAILROAD COAL CARS	
CONTRACT No.	3456	CIA No.

THIS CONTRACT, made as of January 31, 1975 between AMERICAN ELECTRIC POWER SERVICE CORPORATION, as agent for an Operating Company of the American Electric Power System (name to be designated later), (herein called "Purchaser") and GREENVILLE STEEL CAR COMPANY, a Pennsylvania Corporation (herein called "Seller"),

W I T N E S S E T H ,

T H A T :

Subject to the terms and conditions hereof, Seller hereby agrees to furnish, fabricate and deliver to Purchaser and Purchaser agrees to purchase and receive from Seller and pay for eleven hundred (1100) triple hopper coal cars in accordance with Purchaser's General Conditions marked Exhibit A, and Seller's proposal dated September 10, 1973, as amended September 12, 1973, September 19, 1973, October 11, 1973, January 22, 1974 and August 27, 1974 and Specification No. H-3028-4, dated June 12, 1974 and Annex A collectively marked Exhibit B, which exhibits are hereto attached and made a part hereof.

Seller agrees to sell and arrange for shipment and delivery of such coal cars to Purchaser at railroad yards at Youngstown, Ohio, freight charges prepaid, title to pass at the time of delivery to railroad yards and Seller agrees that title thereto upon such delivery shall vest in Purchaser free of all liens and encumbrances and Purchaser agrees to accept title thereto when so delivered.

Subject to the Delays clause contained in Purchaser's General Conditions, Seller agrees to commence delivery of the first

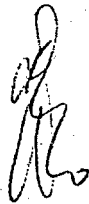
500 cars in March 1975, at an average rate of nine (9) cars per working day and shipment on these cars is to be completed by late June, 1975.

Subject to the Delays clause contained in Purchaser's General Conditions, Seller agrees to commence delivery of the remaining 600 cars in late January, 1976, shipping at the rate of nine (9) cars per working day, and shipment is to be completed by May 15, 1976.

In consideration of the undertakings of Seller, as herein set forth, Purchaser agrees to pay Seller the unit price of TWENTY THOUSAND FIVE HUNDRED SEVENTY-THREE AND 73/100 DOLLARS (\$20,573.73).

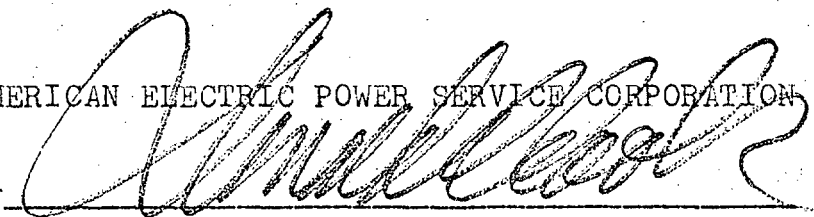
Terms of Payment, Escalation, Acceptance and Invoicing are as set forth in Annex A contained in Exhibit B hereto.

IN WITNESS WHEREOF, the parties hereto have caused this agreement to be signed as of the day and year first above written.



AMERICAN ELECTRIC POWER SERVICE CORPORATION

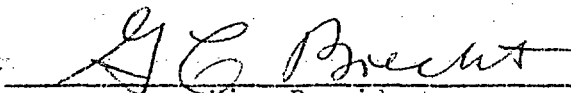
By



Donald C. Cook
Chairman of the Board

GREENVILLE STEEL CAR COMPANY

By



Vice President

GENERAL CONDITIONSPURCHASER'S ENGINEERS

The words "Purchaser's Engineer" as used in the agreement shall be understood to mean such engineer or engineers as may be designated from time to time by Purchaser to be its authorized representative or representatives or to insure that the apparatus sold hereunder is manufactured or fabricated and assembled in accordance with the terms, conditions, and specifications hereof.

All questions relating to the manufacture or fabrication, material to be used, interpretation of the specifications, or proposed changes from an established schedule of shipment shall be referred to Purchaser's Engineer. Seller shall not do any manufacture, fabrication or assembly except in accordance with approved drawings, specifications or instructions from Purchaser's Engineer.

Purchaser's Engineer, inspectors and expeditors shall be admitted at all reasonable times to the shops of Seller, its subcontractors or suppliers, for inspection of the apparatus or material to be furnished.

Purchaser's inspectors and/or expeditors shall have no authority to permit or make changes, deviations or allowances of any kind from or in regard to previously agreed upon specifications or requirements of this agreement except with specific written authority from Purchaser's Engineer.

Purchaser's Engineer, by written notice, may reject and require Seller to repair or replace any part of the apparatus found not to be in accordance with the materials, workmanship and standards required by this agreement.

SCHEDULE OF SHIPMENT AND PROGRESS REPORTS

Prior to commencing fabrication, Purchaser's Engineer in collaboration with Seller shall draw up a schedule of shipment to be followed by Seller and Seller shall be held responsible for maintaining this schedule, subject to the Delays clause herein.

Seller shall submit periodic reports to the Purchaser showing the status of fabrication and assembly. Three reports shall be mailed to:

American Electric Power Service Corporation
2 Broadway
New York, New York 10004

Attention: Mr. H. A. Fisher, Head
Materials Handling Division

DRAWINGS AND SPECIFICATIONS

As soon as practicable, and in any case before manufacture or fabrication is started, Seller shall furnish, for approval by Purchaser's Engineer, general and detailed drawings, certified to be correct, covering the apparatus sold hereunder. Such drawings shall show information adequate to enable Purchaser to design and provide suitable supports, connections and clearances. Likewise before fabrication of any specific part of the apparatus, Seller shall submit for approval such additional information and detailed drawings as may be requested by Purchaser's Engineer.

No part of the apparatus which, in the opinion of Purchaser's Engineer, required detailed drawings to be prepared by Purchaser, shall be manufactured or fabricated until such drawings have been furnished Seller by Purchaser.

Any items which are necessary for the completion of the apparatus and which are not shown on the drawings of either the Purchaser or Seller but obviously are necessary and employed in common practice, shall be considered to be part of the apparatus sold hereunder and shall be furnished by Seller without additional charge.

Seller shall furnish 3 sets of all drawings submitted for approval. Purchaser will return one set of such drawings marked with its approval or the desired changes to be made therein. Seller shall furnish Purchaser 5 sets of final drawings.

Figures shall take precedence in all cases over scaled measurements on drawings, but, where obvious discrepancies exist, Seller shall consult and follow the instructions of Purchaser's Engineer.

Drawings and specifications furnished Seller by Purchaser shall be used for this purchase only. They shall remain the property of Purchaser and be returned to it upon completion of the apparatus or termination of the work.

Approval by Purchaser of Seller's drawings shall not be construed to relieve Seller of responsibility for the accuracy of the manufacture of fabrication and assembly, quality of workmanship, or for the adequacy of the design, material and performance of the apparatus.

INSPECTION

Seller will give Purchaser full opportunity to inspect the cars at all reasonable times during construction at Seller's plant. Purchaser will arrange for final inspection of each car at

Seller's plant without delay after the completion thereof, and Purchaser's representative will execute and deliver to Seller the usual form of certificate of inspection covering all cars found to be completed in accordance with the specifications. Each inspection certificate, with respect to cars covered thereby, shall be final and conclusive evidence that such cars conform in workmanship, material, design and construction, and in all other respects to the specifications, except that the giving of such certificate shall not preclude Purchaser from asserting any claim against Seller for breach of the warranty set forth below.

WORKMANSHIP AND MATERIAL

The cars to be manufactured will comply with all current A.A.R. and F.R.A. rules and regulations in effect as of the date of Seller's specification. The cars will conform to A.A.R. limiting outline, Plate "B", and will negotiate a 150 ft. radius curve uncoupled and ready for service.

Materials used in the construction of the cars will be in accordance with the latest A.A.R. and A.S.T.M. specifications, except that plain carbon steel is to be ordered to chemical composition rather than mechanical properties.

WARRANTY

The Seller warrants that each car manufactured hereinunder will comply on the date of its delivery with the Rules of Interchange

of the Association of American Railroads and with all applicable governmental regulations and requirements. Seller further warrants that each car will be built in accordance with the applicable specifications and will be free from defects in material and workmanship under normal interchange use and service. Seller's obligation under this paragraph with respect to any car manufactured hereinafter, shall be limited to repairing or replacing at its manufacturing plant at Greenville, Pennsylvania any part or parts of any such car which shall, within one year after delivery of such car, be returned to Seller and which Seller's examination shall disclose to its satisfaction to have been thus defective. Greenville shall not be liable for indirect or consequential damage resulting from defects in material design, construction or workmanship. THIS WARRANTY IS EXCLUSIVE AND EXPRESSLY IN LIEU OF ALL OTHER WARRANTIES, WHETHER WRITTEN, ORAL, EXPRESS OR IMPLIED (INCLUDING, WITHOUT LIMITATION, ANY IMPLIED WARRANTY OF MERCHANTABILITY OR FITNESS FOR PURPOSE), AND OF ALL OTHER OBLIGATIONS OR LIABILITIES ON THE PART OF SELLER, EXCEPT FOR ITS OBLIGATIONS UNDER THE DELAYS AND PATENT RIGHTS CLAUSES OUTLINED HEREIN AND SELLER NEITHER ASSUMES NOR AUTHORIZES ANY PERSON TO ASSUME FOR IT ANY OTHER LIABILITY IN CONNECTION WITH THE CONSTRUCTION AND DELIVERY OF THE CARS EXCEPT AS AFORESAID. Such warranty shall survive the delivery to and acceptance of the cars by the Purchaser.

ADDITIONAL INSTRUCTIONS

Purchaser, by means of drawings or otherwise may issue additional instructions which are consistent with this agreement, true developments thereof, and reasonably inferable therefrom, and

Seller agrees that the apparatus shall be manufactured in accordance with any such additional instructions.

EXTRAS

Should there be occasion for fabrication, shop-assembly or additional equipment not specifically covered by this agreement, Seller shall submit to Purchaser's Engineer an estimate covering its charges therefor. Purchaser shall not incur any obligation for such charges unless they have been authorized in writing by Purchaser's Engineer.

CHANGES

At any time prior to the completion of such apparatus, Purchaser may require changes to be made in the design thereof, and upon receiving a written order signed by Purchaser's Engineer requiring such changes, Seller shall forthwith comply with such order.

In case any such change increases or decreases the cost of the apparatus to Seller, there shall be added to or deducted from the purchase price such amount as shall be agreed upon.

DELAYS

Seller understands that scheduled delivery dates for the cars must be met in order to enable Purchaser to place associated projects in operation in accordance with their scheduled service dates. It is further understood that the delivery of the cars is contingent upon Seller's ability to secure steel and other materials to enable Seller to meet production requirements for the cars, as well as for cars which Seller has on order and which precede Purchaser's cars in Seller's schedule. Time of delivery is also

subject to prompt settlement of all details and delays due to labor troubles, fires, governmental regulation, accidents, acts of God, or other causes or contingencies beyond Seller's control. Delay in delivery of cars not due to Seller's willful act or gross negligence will not be considered as a default under this contract; nor shall application of escalation provisions be restricted by reason of such delays, nor will Seller be under obligation to arrange for shipment and acceptance of any required materials in advance of its actual needs.

ASSIGNMENTS OR SUBLETTING

Seller shall not assign, hypothecate or otherwise dispose of this contract or any interest therein, or any money due or to become due hereunder without the written consent of Purchaser and any such assignment, hypothecation or disposal without such consent shall be void.

No portion of the fabrication or shop-assembly shall be sublet to others without first securing written consent of Purchaser. The names and addresses of all subcontractors shall be submitted to Purchaser as soon as available, including details as to the part or parts concerned and the nature and extent of the fabrication or assembly to be performed.

Consent of Purchaser for any such subletting shall not relieve Seller of full responsibility for the fabrication or assembly performed by such subcontractor.

PATENT RIGHTS

Seller will indemnify, protect and defend Purchaser against all liabilities and expenses that may arise out of charges of

infringement of any patent alleged to cover any article, material or design employed in the manufacture of the cars covered hereinunder.

TERMINATION OF AGREEMENT

Should Seller become insolvent, or if it should make a general assignment for the benefit of its creditors, or if a receiver should be appointed on account of its insolvency, or if the Seller shall commit a material breach of any of its obligations under this contract (including without limitation any such breach resulting from Seller's failure to provide labor and material in accordance with the terms of this contract or Seller's failure to maintain the schedule of shipments in accordance with the terms of this Contract but excluding any such failure caused by labor troubles, fires, governmental regulations, accidents, acts of God or other causes or contingencies beyond Seller's control) then, in any such event, Purchaser, upon certification of Purchaser's Engineer that one of the foregoing events has occurred (which certificate shall not be conclusive evidence that any such event shall have occurred) may, without prejudice to any other right or remedy and after giving Seller forty-eight hours' written notice served personally upon Seller or delivered at its last known address, terminate this Contract and complete the cars by whatever means it may deem expedient.

In case of such termination as permitted by the preceding paragraph, Seller shall not be entitled to receive any further payment until any cars with respect to which the Seller shall have commenced but not completed work under this Contract shall have been fully completed. Upon such completion Purchaser shall pay Seller an amount equal to all actual out-of-pocket expenses incurred by Seller with respect to such portion of the work on such cars done by Seller prior

to such termination, less any payments made by Purchaser to Seller with respect to such cars prior to such termination, provided that all outstanding claims by others against Seller arising from or out of the cars sold hereunder shall have been fully settled at that time.

WAIVER OF RIGHTS

A waiver of any right under this agreement shall be in writing, signed by an officer of Purchaser, and such waiver shall extend only to the particular right or default mentioned therein, and shall not in any manner affect the rights of Purchaser under this agreement with respect to any other prior, contemporaneous, or subsequent default. Except as herein provided, failure of Purchaser to assert any of its rights under this agreement shall not be construed as a waiver thereof.

Acceptance by Purchaser of the apparatus covered by this agreement shall not constitute a waiver by Purchaser of any breach hereof on the part of Seller to fully perform any one of all of the several covenants and conditions of this agreement.

TESTS

All shop tests conducted by Seller in Seller's plant on material and apparatus shall be made at the expense of Seller. Purchaser shall have the right to have a representative present at such tests, and notice thereof shall be given Purchaser by Seller at least one week in advance.

WARRANTY OF TITLE

Seller covenants and agrees that at the time of delivery to Purchaser, Seller shall have absolute title to and full right to dispose of the property to be furnished hereunder and that there shall not be any liens, claims or encumbrances of any kind whatsoever against said property.

TAXES

Purchaser shall pay Seller the amounts of any local, state or federal taxes (other than net income, excess profits and similar taxes) or license fees levied or imposed upon and paid by Seller with respect to, or measured by the manufacture, sale, use, payment, shipment, delivery or transfer of title to the cars under any law, rule, regulation or order of any governmental authority.

NON-DISCRIMINATION

During the performance of this contract and to the extent that Executive Order 11246 may be applicable to this contract, Seller agrees as follows:

- (a) The Seller will not discriminate against any employee or applicant for employment because of race, creed, color, or national origin. The Seller will take affirmative action to ensure that applicants are employed, and that employees are treated during employment, without regard to their race, creed, color, or national origin. Such action shall include, but not be limited to, the following: Employment upgrading, demotion or transfer; recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The Seller agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the Purchaser's setting forth the provisions of the nondiscrimination

clause.

- (b) The Seller will, in all solicitations or advertisements for employees placed by or on behalf of the Seller, state that all qualified applicants will receive consideration for employment without regard to race, creed, color, or national origin.
- (c) The Seller will send to each labor union or representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice, to be provided by the Purchaser, advising the said labor union or worker's representative of the Seller's commitments under Section 202 of Executive Order 11246 of September 24, 1965 and shall post copies in conspicuous places available to employees and applicants for employment.
- (d) The Seller will comply with all provisions of Executive Order 11246 of September 24, 1965 and of the rules, regulations, and relevant orders of the Secretary of Labor.
- (e) The Seller will furnish all information and reports required by Executive Order 11246 of September 24, 1965 and by the rules, regulations, and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records, and accounts by the appropriate federal government agency and the Secretary of Labor for purposes of investigation to ascertain compliance with such

rules, regulations, and orders.

(f) In the event of the Seller's noncompliance with the nondiscrimination clauses of this contract or with any of said rules, regulations, or orders, this contract may be cancelled, terminated, or suspended in whole or in part and the Seller may be declared ineligible for any government contracts in accordance with procedures authorized in Executive Order 11246 of September 24, 1965 and such other sanctions may be imposed and remedies invoked as provided in the said Executive Order or by rule, regulation, or order of the Secretary of Labor, or as otherwise provided by law.

(g) The Seller will include the provisions of paragraphs (a) through (g) in every subcontract or purchase order unless exempted by rules, regulations, or orders of the Secretary of Labor issued pursuant to Section 204 of Executive Order 11246 of September 24, 1965 so that such provisions will be binding upon each subcontractor or vendor. The Seller will take such action with respect to any subcontract or purchase order as the appropriate federal government agency may direct as a means of enforcing such provisions, including sanctions for noncompliance; provided, however, that in the event the Seller becomes involved in, or is threatened with, litigation with a subcontractor or vendor as a result

of such direction by the appropriate federal government agency, the Seller may request the United States to enter into such litigation to protect the interests of the United States.

EMPLOYEE INTEREST

Seller represents to Purchaser (a) that Seller has not offered or given and will not offer or give, directly or indirectly, anything of value to any employee of any company which is a part of the American Electric Power System (of which Purchaser is a part) or other representative of Purchaser with a view to securing this contract or obtaining favorable treatment with respect to the performance of this contract and (b) that, to the best of Seller's knowledge, no such employee or representative has any direct or indirect interest in Seller or its affiliates; provided that the foregoing shall not be applicable to the interest of such employee or representative of Purchaser arising out of (1) the holding of securities in a publicly-held corporation amounting to less than 1/100th of 1% of any class of outstanding securities of such corporation or (2) any interest of such employee or representative of Purchaser as a holder of any rights relating to a patent where such interest has been previously disclosed to Purchaser. If Seller obtains knowledge at any time that any such employee or representative of Purchaser has a direct or indirect interest in Seller or its affiliates, it will immediately inform Purchaser of such fact.

Greenville Steel Car Company

SUBSIDIARY OF PITTSBURGH FORGINGS COMPANY

GREENVILLE, PENNSYLVANIA 16125

TELEPHONE 412-588-7000



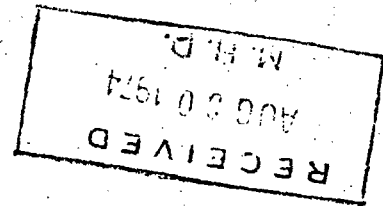
August 27, 1974

G. C. BRECHT
VICE PRESIDENT - SALES

EXHIBIT "B"

J. T. EGBERT
ASST VICE PRESIDENT - SALES

Mr. Frank P. Keane
Assistant Head-Materials Handling
American Electric Power Service Corporation
2 Broadway
New York, New York 10004



500 Triple Hopper Coal Cars

Dear Mr. Keane:

We submitted proposal on September 10, 1973 for triple hopper coal cars at a price of \$18,440.00 and the following alternates which resulted in a price of \$19,514.95 per car, f.o.b. Chicago, Illinois. Your order of October 17, 1973 confirmed price of \$19,514.95. Accepted alternates were as follows:

1. Freight to Chicago - \$151.20
2. Alternate 2 - Letter September 12th - rotary coupler "A" end of car - Add 165.00
3. Alternate 1 - 10/11/73 - Cor-Ten side and end sheets - Add \$368.00.
4. Alternate 2 - 10/11/73 - Floor system - 5/16" vs. $\frac{1}{4}$ " and Cor-Ten - Add \$364.00
5. Alternate 3 - 10/11/73 - Cor-Ten doors - Add \$16.75.
6. Alternate 4 - 10/11/73 - Crossridge brace and support angle, Cor-Ten - Add \$10.00.

Engineering meetings were held in your office with the Greenville people on March 6th and a joint engineering meeting on March 20th and April 5th, 1974 and during those meetings design changes were made which necessitated a number of alternates which we are listing on the attached sheet.

Of the alternates listed above only two will apply now, the freight and use of rotary coupler at "A" end of car. Therefore, we will start with a base price of \$18,440.00 per car.

Mr. Frank P. Keane
American Electric Power Service Corporation

August 27, 1974

Base Price September 10, 1973		\$18,440.00	Per Car
Alternates per attached sheet	Add	<u>2,073.44</u>	
Adjusted Selling Price		\$20,513.44	Per Car
Freight to Chicago	Add	<u>151.20</u>	
		\$20,664.64	Per Car

In addition to the above we have had a labor increase on April 19, 1974, cost of living increase on May 6, 1974 and August 5, 1974. Through June 30, 1974 we estimate truck material prices have increased \$2,000.00 and steel, body specialties and other material \$1,275.00 per car. Further there was a steel price increase July 1 which is not included in those figures.

Increases of this magnitude are highly unusual for the freight car industry and we know this places a considerable burden on our customers.

We would appreciate your reviewing alternates and if there have been any omissions or any in which you may have questions, please advise.

Yours very truly,

GREENVILLE STEEL CAR COMPANY

L. E. Bucht
Vice President

JTE/egl

PRICE ABOVE = \$20,664.64
 DEDUCT FREIGHT TO CHICAGO = (-) 151.20
\$20,513.44
 ADD FREIGHT TO YOUNGSTOWN, OHIO (+) 60.29
\$20,573.73

ESCALATION
TO
BE
INCLUDED
IN
LATER
ADDENDUM
TO
THE
CONTRACT

EXHIBIT "B"

GREENVILLE STEEL CAR COMPANY
GREENVILLE, PA 16125

PHONE: 412-588-7000

PRELIMINARY SPECIFICATION NO. II-3028-4

100-Ton Triple Hopper Car

June 12, 1974

O.O. 1092

Written By: WRS
Checked By: _____

August 27, 1974

List of Alternates to Greenville Proposal of Sept. 10 1973 so that car will conform to Specification H-3028-4 dated June 12, 1974. Material, steel and specialty prices are those in effect September 10, 1973 unless otherwise noted.

1. Alternate #2 - For use of a rotary coupler "A" end of car, based upon using one coupler, coupler yoke and coupler support as manufactured by ASF @ \$410.15 per carset and uncoupling device manufactured by Stanray @ \$39.95.

Add - \$165.00

2. Alternate #3 - For using National Castings fixed coupler @ \$247.75 and yoke @ \$141.15 and carset of rotary coupler, yoke and support @ \$513.00. These prices are effective April 25, 1974 and include \$.05 per lb. sur-charge.

Add - \$186.40

3. Alternate #8 - Base included painting of car in accordance with your specification. For not painting the cars, but cleaning car and preparing it for painting and applying paint to sufficient panels to obtain necessary AAR stencilling and to paint rotary end of car, there will be a deduct of \$134.00.

Deduct - \$134.00

4. Alternate #10 - Base included equipping cars with cast hopper door frames and door locks as furnished by Wine Railway Appliance. Wine has advised that cast door frames are unavailable so we will furnish a fabricated door frame and door locks will be type as furnished by Keystone Railway Equipment Co. "Monoloc" locks, Dwg. 2D2490B @ \$257.95 a carset. Door hinges \$55.00 a carset. Price January 16, 1974.

Add - \$ 18.60

5. Alternate #13 - Greenville quoted 3/8" brace pressed hairpin type crossridge brace and the engineering conference brought out the fact that we could get a better design by using cast steel brace foot (\$136.00 4/25/74) with a tubular side brace, which we will do. This construction is definitely better and will make car stronger.

Add - \$130.10

6. Alternate #19 - Base included side sheets 3/16" ASTM A-441, 32 side stakes, 28 being 3/16" and 4 - 1/4" A-36 steel. Sides 1/4" A-242 Cor-Ten and side stakes 1/4" Cor-Ten, riveted construction with 3/4" Cor-Ten rivets and 168 huck bolt fasteners. Side sheets will be creased for adding strength. Number of stakes has been reduced from 32 to 26 due to the riveted construction. For using Cor-Ten steel, rivets and the riveted sides, effective 4/25/74. See Alternate #25 for 7/32" sides.

Add - \$981.00

August 27, 1974

7. Alternate #20 - Base included doors 3/8" Tri-Ten steel. For use of 5/16" doors Cor-Ten steel, effective 4/25/74 - No change in price.

8. Alternate #21 - Base included floors, longitudinal hoods, inside and outside hopper chutes and sheets and corner connections as Tri-Ten steel. For including these items as Cor-Ten steel, effective April 25, 1974 Add - \$152.90

9. Alternate #22 - For using heat shield at slack adjuster Add - \$19.75

10. Alternate #23 - For lock bolts in corner and end posts in place of welding, bolt price April 25, 1974 - no charge.

11. Alternate #24 - Fabricated type pusher pads were included in our base and for eliminating pusher pads and installing only a corner Deduct - \$15.80

12. Alternate #25 - For use of 7/32" Cor-Ten steel sides and end sheets in place of 1/4", steel price effective 4/19/74 Deduct \$57.85

13. Alternate #26 - Base included brake step at one end of car and for end platforms at both ends of car (\$18.98 a carset) Add \$139.00

14. Alternate #27 - Corner cap, bolted in place of welded Add - \$ 18.10

15. Alternate #28 - Top end angle riveted to end sheet in place of butt welding Add \$ 11.25

16. Alternate #29 - For use of double web plates from side bearing to center sill in place of single Add - \$11.05

17. Alternate #30 - Bail type uncoupling device at "A" end of car (\$41.50) and standard uncoupling device at both ends of car (\$34.90) Add \$38.45

18. Alternate #31 - Rotary coupler (\$513.00) and bail type uncoupling device (\$83.00) both ends of car for five (5) cars Add \$ 1.86

19. Alternate #33 - Ladder stiles to be 2 1/2" x 2 1/2" x 1/4" in place of 2" x 2" x 1/4" Add \$ 5.28

August 27, 1974

20. Alternate #34 - Draft sill casting with separable center plate - Base included draft sill casting complete @ \$1,029.00 a carset and later price was revised to \$1,070.00 for the draft sill casting and \$138.00 for the center plate or \$1,208.00 Add - \$179.00

21. Alternate #35 - Roller Bearing Supports to be MacLean-Fogg type @ \$25.00 a carset vs. National Castings @ \$7.10. Add - \$ 17.90

22. Alternate #36 - For use of ASF constant contact side bearings @ \$206.00 vs. A. Stucki @ \$48.15 Add - \$157.85

23. Alternate #37 - For welding and bolting side frame wear plate @ \$61.60 vs. base of \$14.00 Add - \$ 47.60

Net add for alternates

\$2,073.44 ✓

1.00 GENERAL DIMENSIONS

Inside Length	- 47' - 8"
Length Over Strikers	- 50' - 5-1/2"
Length Over Pulling Face of Couplers	- 53' - 1"
Truck Centers	- 40' - 6"
Truck Wheel Base	- 5' - 10"
Inside Width	- 9' - 9-1/2"
Width Over Top Side Angles	- 10' - 7-1/2"
Width - Overall - Maximum	- 10' - 8"
Height, Top of Rail to Top of Side Top Angle	- 12' - 8-1/2"
Height, Top of Rail to Center Plate	- 2' - 1-1/2"
Normal Capacity	- 100 Tons
Cubic Capacity Level Full (Approximate)	- 4000 Cu. Ft.
Light Weight (Approximate)	- 61,000 Lbs.

Horizontal Curve Negotiability - Minimum Radius

Coupled to Base Car	- 195 Ft.
Coupled to Like Car	- 195 Ft.
Car Uncoupled	- 150 Ft.

2.00 GENERAL DESCRIPTION

2.01 The car described in this specification is a 100-ton design all steel car having free double hoppers. Car underframe is to be welded construction. Side and end to be riveted construction. It is understood that two-piece lock bolts may be substituted for rivets as desired by builder.

This specification is intended to include everything requisite to the proper building of the car, notwithstanding that everything required may not be mentioned.

2.02 The car complies with all current A.A.R. and F.R.A. rules and regulations in effect at the date of this specification. Car conforms to the A.A.R. limiting outline, Plate "B", and will negotiate a 150 foot radius curve uncoupled and ready for service.

2.03 Cars will be built in the best, most substantial and workmanlike manner, and in accordance with the true intent and meaning of the drawings and specifications. When accepted, they will be complete and ready for service.

2.04 Material to be in accordance with the latest A.A.R. and A.S.T.M. specification, except that plain carbon steel is to be ordered to chemical composition rather than mechanical properties.

2.05 Floors to have a slope of 30 degrees except bolster to end to be 42°12'.

3.00 UNDERFRAME ARRANGEMENT

3.01 CENTER SILLS: A.A.R. C.S.C. section, 41.2 lb. per foot, A.S.T.M. A-572, Grade 50 in one piece between draft sill castings, top flanges welded together by a continuous weld having 60% minimum penetration, except for a distance of six inches inboard beyond welded joint to the draft sill casting, weld penetration is to be 100%.

3.02 DRAFT SILLS: To be cast steel, Grade B with separable hardened center plates. The bottom surfaces of the draft sill in the area of the center plate and the top surface of the separable body center plate are to be machined. Center plate is to be attached to the draft sill casting with two-piece high strength fasteners wherever possible. Otherwise, rivets are to be used.

The vertical wall of the body center plate is to be machined so that it is 90° to the base of the casting and is to be finished to an overall diameter of 15-7/8". Draft sill to be arranged for use with a Weirton CSC center sill and type "F" couplers. "A" end to have provision for use of rotary type "F" coupler.

3.03 BODY BOLSTER: To be a fabricated beam made up of a 3/8" web, A.S.T.M. A-572, Grade 50 steel connected to the sides by 4" x 3-1/2" x 3/8" angles of A-36 steel, welded to the web and attached to the side by mechanical fasteners. Shear plate to be 1/2" x 36" A.S.T.M. A-572, Grade 50 steel. 1/4" O.H.S. floor support gussets are to be welded to each side of the center sill, the floor, and to the bolster web. Side bearing supports to be 8" "I"-beams at 18.4 lb. per foot with stiffener gussets. Bolster tie plate to be a 20" x 7/16" plate extending from side bearing to center sill casting. Two 1/4" webs extend from side bearing strut to center sill casting and are welded thereto, and also to the shear plate and bottom tie plate.

3.04 CROSSRIDGE: Crossridge web plates, two per car, 1/4" A-572, Grade 50, to extend between side sills and to be welded to bottom tie plate. 1/4" A-242 cap to be welded to top of web to serve as a backup for the crossridge floor butt joint. Webs to be connected to sides by 4" x 3-1/2" x 3/8" A-36 angles which are welded to webs and riveted to sides. Bottom tie plate to be 8" x 3/8" A-572, Grade 50. 1/4" O.H.S. gussets to be welded to center sill, crossridge web, and floor.

3.05 SIDE BRACE: Four per car, 5" x 3" x 3/8" A-500 structural tube, welded at top to 1/2" A-242 plate and at bottom to a forged or cast foot. Assembly attached to side and floor by riveting.

3.06 END SLOPE FLOORS: To be 1/4" thick, A.S.T.M. A-242 steel, extending from end of car bolster and from bolster to hopper chutes. Floors are to be lapped and welded at the bolster and lapped and welded to hopper chutes. The end floor is to be flanged and welded to the end sheet, and is to be supported by a 3" zee at 6.7 lb. per foot extending across car. Structurals to be A.S.T.M. A-36. The end floor is to be supported by two 3-1/2" x 3-1/2" x 3/8" angle braces welded to end sill. Floors are flanged and welded to side sheets.

3.07 CROSSRIDGE FLOORS: To be 1/4" thick, A.S.T.M. A-242 steel. Three pieces are to extend from the top of the crossridge to the hopper frames and are to be welded to frames and welded at the crest of crossridge to crossridge connection plate. One piece is similar to above except that it will extend from the crest to top of hopper chute. Floors are flanged and welded to the side sheets.

3.00 UNDERFRAME ARRANGEMENT - (Cont.)

3.08 HOPPER CHUTES: Inside and outside hopper sheets, 1/4" thick, A.S.T.M. A-242 are to be butt welded together to form a one-piece hopper chute. The hopper chutes are to be lapped and welded to the floors. Hopper chutes are to be welded to center sill and door frames and attached to sides with mechanical fasteners.

3.09 LONGITUDINAL HOODS: To be 1/4" A.S.T.M. A-242 steel, welded to flanges on floor and are to be lap welded to center sill. Each hood is to be reinforced by 1/4" supports on top of center sill.

3.10 FRAMES: To be fabricated of 2-1/2" x 3-1/2" x 3/8" angle welded to a 5" x 3-1/2" x 1/2" hinge butt angle. Material to be A.S.T.M. A-441.

3.11 DOORS: To be 5/16" A.S.T.M. A-242 pressed steel pan type.

3.12 DOOR LOCKS: Single door type.

4.00 SIDE AND END CONSTRUCTION

4.01 SIDE SHEETS: To be 7/32" A-242 attached to the top side plate, bottom side sill and side stakes with mechanical fasteners. Side sheets between posts are to be creased for added rigidity. Each side to consist of eight sheets extending from the end to the bolster and starting at the bolster lapping at every other stake.

4.02 TOP SIDE PLATE: To be a 5" x 5" x 7/16" bulb angle, 21.45 lb. per foot extending from end to end of car with rolled integral shaker bar. The vertical leg to be attached to the inside of the side sheet. Material to be A-441 steel.

4.03 SIDE SILL: To be a 5" x 3-1/2" x 3/8" angle, A-441 steel extending from bolster stake to bolster stake with the 3-1/2" flange turned out. Side sill extension to be a 5" x 3-1/2" x 3/8" angle, A-441 steel extending from the bolster to the end sill with the flange turned in. These angles are lapped at the bolster stake. The vertical leg to be attached to the outside of the side sheets.

4.04 SIDE STAKES: Twenty-six per car, to be 1/4" pressed hat section, mechanically fastened to the side sheet, top side plate, and side sill angles. Material to be A-242 steel.

4.05 END SHEETS: To be 7/32" A-242 steel, mechanically fastened to the top end plate and corner post and welded to the top end floor.

4.06 TOP END PLATE: To be a 5" x 4-1/2" x 7/16" bulb angle at 19.1 lb. per foot, A-441, mechanically fastened to the end sheet, corner post, and top corner connection plate.

4.07 CORNER CAP: To be a 5/16" pressed plate flanged inside and outside, mechanically fastened to the top side plate and top end plate. Material to be A-441 steel.

4.08 END SILLS: To be a 6" x 3-1/2" x 5/16" angle at 9.8 lb. per foot, A-441 steel, connected with mechanical fasteners to the side sill extension and corner post by a 5/16" A-441 pressed plate.

4.09 CORNER POSTS: To be 3-1/2" x 3-1/2" x 5/16" angles at 7.2 lb. per foot extending from side sill extension to top side sill attached by mechanical fasteners. Material to be A-36 steel.

4.10 END POSTS: "B" end of car to consist of three 3" zeos at 6.7 lb. per foot attached to the end sill, end sheet, and top end plate by mechanical fasteners. Two of these zeos are also used for the hand brake support. "A" end to consist of two 3" zeos at 6.7 lb. per foot attached in the same manner. Material to be A-36 steel.

4.11 INSIDE CORNER CONNECTION: To be a 1/4" thick angle, A-242 steel, applied to the inside corner of the car connecting the end sheet and side sheet.

4.12 LADDER STILES: Eight per car, 2-1/2" x 2-1/2" x 1/4" angles at 3.19 lb. per foot. The ladder stiles on the "BL" and "AR" ends and sides to extend from the side sill and end sill to the top of car. Ladder stiles on the "BR" and "AL" sides to extend from the end sill to the end sheet and from the side sill extension to the side sheet above the floor line.

5.00 BRAKE SYSTEM & TRUCKS

5.01 BRAKE EQUIPMENT: Standard automatic ABD-1012 equipment with all necessary levers, rods, pins, and fulcrum of sufficient strength to withstand emergency cylinder pressure of 90 p.s.i. of brake and hand brake ratio based on a gross weight of 263,000 pounds.

Cylinder to be secured with bolts and lock nuts. Reservoir and AB valve to be secured with high strength bolts and lock nuts.

Hand brake to be applied to operate in harmony with the air brakes so as to apply equal braking pressure on all wheels.

5.02 BRAKING POWER: Actual braking power to be a minimum of 6.5% of rail load, and no more than 30% of light weight of car at 50 p.s.i. cylinder pressure. Hand brake power to be a minimum of 11% of rail load.

5.03 BRAKE PIPE: All piping for brake equipment to be extra heavy steel pipe of welded fabrication.

5.04 BRAKE BEAMS: To be unit type #18.

5.05 BRAKE SHOES: To be 2" composition.

5.06 HAND BRAKE: #66 with a sheave wheel.

5.07 SIDE FRAMES AND BOLSTERS: Side frames to be Grade "B" cast steel and bolsters to be Grade "C" cast steel to Grade "B" section, narrow pedestal type, arranged for 3-11/16" spring travel. Bolster to have 16" diameter x 1-3/4" deep center plate bowl with vertical and drop-in horizontal wear liners applied. Bolster to be arranged for bottom rod to pass over bolster.

5.08 END PLATFORMS: Two per car, to be 8" x 60" with four supports each.

5.09 SUPPLEMENTAL SNUBBING DEVICE: Stucki HS-6.

GREENVILLE STEEL CAR COMPANY
Greenville, Pennsylvania 16125

ANNEX A

1. TERMS OF PAYMENT:

Cash on presentation of invoice for cars or groups of cars delivered, accompanied by inspection certificate and/or certificate of acceptance and bill of lading evidencing shipment.

2. ESCALATION:

(a) Price of the cars quoted is based on specifications, freight rates, applicable taxes, labor costs and prices of materials and specialties in effect on date of proposal, and price will be adjusted for subsequent changes therein. Steel will be purchased from Greenville's normal source of supply; all other materials will be purchased from Greenville's normal source of supply or as directed by the Purchaser. In arriving at the increased or decreased labor costs, same shall include fringe costs, such as but not limited to payment into a pension plan, vacation and holiday pay, payroll taxes and insurance. Any increase or decrease in labor will be adjusted on the basis set forth in the proposal (a fixed dollar per car figure for each one cent (1¢) per hour change in such labor costs.)

(b) In the event that any equipment or appliance on any car as set forth in the specifications shall be required to be changed or replaced, or any additional equipment or appliance is required to be installed on any car, in order to comply with the rules of interchange of the Association of American Railroads, the Federal Railroad Administration, The Department of Transportation, or any other governmental law, regulation or requirement, price will be adjusted for such change.

3. ACCEPTANCE:

Upon delivery of cars to the authorized representatives of Purchaser at place designated for delivery, Purchaser or its authorized representative will execute and deliver to Greenville the usual form of certificate of acceptance.

4. INVOICING:

Cars will be invoiced as delivered at the final unit purchase price ascertained as provided herein, if such price has been determined and accepted at time of shipment. Otherwise Greenville will reserve the right to determine a tentative billing price as realistically as possible on basis of estimated costs including changes in price resulting from mutually agreed upon change in specifications, and cars will be invoiced and paid for at such price. Any difference between the aggregate of tentative billing and final unit purchase price of all cars will be paid by Purchaser or will be

repaid by Greenville, as the case may be, without delay after the final price has been determined. In the event cars are included in an equipment trust or conditional sale agreement or other financing medium, provision shall be made therein for such tentative billing.

5. PRICE STABILIZATION REGULATIONS:

Price provisions contained in the proposal to which these general conditions are attached are subject to the terms of the President's Executive Order No. 11615, dated August 15, 1971 and regulations issued under such order, on any other such governmental price stabilization order or regulation which may be in effect at the time of delivery.

Greenville Steel Car Company

SUBSIDIARY OF PITTSBURGH FORGINGS COMPANY

GREENVILLE, PENNSYLVANIA 16125

TELEPHONE 412-588-7000

G. C. DRECHT
VICE PRESIDENT - SALES

J. T. EGBERT
ASS'T VICE PRESIDENT - SALES

January 22, 1974

EXHIBIT "B"

Mr. H. A. Fisher
Head, Materials Handling Section
American Electric Power Service Corp.
2 Broadway
New York, New York 10004

Attention: Mr. F. P. Keane

100-Ton, 4000 Cu. Ft. Triple Hopper Cars

Dear Mr. Fisher:

We wish to confirm conversation with Mr. Keane today regarding an additional ~~1200~~ ⁶⁰⁰ triple hopper cars.

We wish to offer for your ~~consideration~~ ⁶⁰⁰ building an additional lot of approximately ~~1200~~ ⁶⁰⁰ 100-ton, 4000 cu. ft. triple hopper cars the same as we are to build for you on order dated October 17, 1973 and as proposed to you in our proposal letter dated September 10, 1973.

Cars would be offered at the same price, namely \$19,514.95 per car with escalation on labor, steel, specialty items and other materials from date of our proposal September 10, 1973.

Subject to prior sale of space and based upon reasonably prompt acceptance of the supplemental proposal, we offer delivery commencing late October, 1975, shipping at the rate of eight (8) to nine (9) cars per working day. A lot of ~~1200~~ ⁶⁰⁰ cars would complete approximately ~~late 1976~~ ^{FEB., 1976}.

We are very much interested in obtaining your order for additional cars and if there is any way that we can give you more information or help in any way, please advise.

You are to be complimented on your speedy action in obtaining freight cars and tying down space with builders as

Mr. H. A. Fisher
American Electric Power Service Corp.

January 22, 1974

promptly as you have to protect your coal loadings.

Very truly yours,

GREENVILLE STEEL CAR COMPANY

J. C. Wright
Vice President

JTE/egl

Greenville Steel Car Company

SUBSIDIARY OF PITTSBURGH FORGINGS COMPANY

GREENVILLE, PENNSYLVANIA 16125

TELEPHONE 412-588-7000

G. C. BRECHT
VICE PRESIDENT - SALES

J. T. EGBERT
ASST. VICE PRESIDENT - SALES

October 11, 1973

EXHIBIT "B"

Mr. H. A. Fisher
Head, Materials Handling Section
American Electric Power Service Corp.
2 Broadway
New York, New York 10004

RECEIVED

OCT 15 1973

M. H. D.

Attention: Mr. Nirmal Sinha

100-Ton, 4000 Cu. Ft. Triple Hopper Cars

Dear Mr. Fisher:

Pursuant to our proposal of September 10, 1973, we wish to advise concerning alternates requested by Mr. Nirmal Sinha on October 9.

Since you have indicated possible interest in changing thicknesses and material specifications of steel in contact with the lading, we have included a fourth item to the three material alternates you requested.

✓ 1. Base includes side and end sheets as 3/16" thick and A-441 steel, should you require these sheets to be 1/4" thick and of A-242 steel, there would be an add of \$363.00 per car.

✓ 2. Base includes floor system as 3/16" thickness and A-441 steel. Should you require this floor system to be 1/4" thick and using A-242 steel, there would be an add of \$364.00 per car.

✓ 3. Base includes doors as 3/8" thick with A-441 steel. Should you require 3/8" thick door using A-242 steel, there would be an add of \$16.75 per car.

✓ 4. Base includes crossridge brace 3/8" thick for A-441 steel, while the crossridge support angle is 2" x 2" x 1/4" A-441 steel. Should you wish these items to be of A-242 steel, there would be an add of \$10.00 per car.

Very truly yours,
GREENVILLE STEEL CAR COMPANY

[Signature]
Vice President

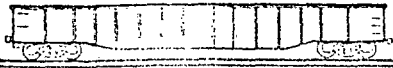
MJH:kf

Greenville Steel Car Company

SUBSIDIARY OF PITTSBURGH FORGINGS COMPANY

GREENVILLE, PENNSYLVANIA 16125

TELEPHONE 412-588-7000



G. C. BRECHT
VICE PRESIDENT - SALES

J. T. EGBERT
ASS'T VICE PRESIDENT - SALES

September 19, 1973

EXHIBIT "B"

Mr. H. A. Fisher
Head, Materials Handling Section
American Electric Power Service Corp.
2 Broadway
New York, New York 10004

Attention: Mr. F. P. Keane

100-Ton, 4000 cu. ft. Triple Hopper Cars

Dear Mr. Fisher:

Supplementing our proposal of September 10, 1973,
we wish to advise concerning an improvement in our
delivery.

Delivery on these cars should read as follows:

Subject to prior sale of space and based upon
reasonably prompt acceptance of our proposal, we
offer delivery commencing late November, 1974,
shipping at the rate of eight (8) cars per working
day.

Please give this change in delivery consideration
when you are appraising the 1000 cars.

Very truly yours,

GREENVILLE STEEL CAR COMPANY

G. C. Brecht
Vice President

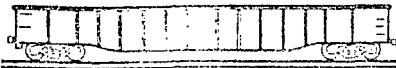
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Greenville Steel Car Company

SUBSIDIARY OF PITTSBURGH FORGINGS COMPANY

GREENVILLE, PENNSYLVANIA 16125

TELEPHONE 412-588-7000



September 12, 1973

G. C. BRECHT
VICE PRESIDENT - SALES

J. T. EGBERT
ASST VICE PRESIDENT - SALES

EXHIBIT "B"

Mr. H. A. Fisher
Head, Materials Handling Section
American Electric Power Service Corp.
2 Broadway
New York, New York 10004

Attention: Mr. P. P. Keane

100-Ton, 4000 Cu. Ft. Triple Hopper Cars

Dear Mr. Fisher:

Supplementing our proposal of September 10th, we wish to advise concerning alternates.

1. Base included Stucki HS-6 snubbers. Should you require MDA Control Master D-5, there will be a deduct of \$100.13. This price is based on MDA device being purchased at \$365.00 per carset and springs, 24 D-5 outer coils and 32 D-5 inner coils at \$152.66.

2. Base included rigid couplers at each end of car. Should you require rotary coupler on "A" end of car, there will be an add of \$165.00 per car, based upon using one coupler, coupler yoke and coupler support as manufactured by A.S.F. at \$410.15 per carset and uncoupling device as manufactured by Stanray at \$39.95.

Very truly yours,

GREENVILLE STEEL CAR COMPANY

G. C. Brecht
Vice President

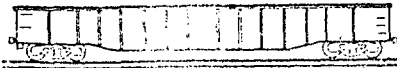
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Greenville Steel Car Company

SUBSIDIARY OF PITTSBURGH FORGINGS COMPANY

GREENVILLE, PENNSYLVANIA 16125

TELEPHONE 412-588-7000



September 10, 1973

G. C. BRECHT
VICE PRESIDENT - SALES

J. T. EGBERT
ASS'T VICE PRESIDENT - SALES

American Electric Power Service Corp.
2 Broadway
New York, New York 10004

EXHIBIT "B"

Attention: Mr. F. P. Keane

100-Ton, 4000 Cu. Ft. Triple Hopper Cars

Gentlemen:

Thank you for your letter of inquiry dated August 22, 1973 in which you request a proposal for furnishing 1000 - 100-ton, open top triple hopper cars, 4000 cu. ft. capacity, in accordance with specification attached with your inquiry letter.

We wish to offer for your consideration proposal to build 100-ton, 4000 cu. ft. triple hopper cars in accordance with Greenville Specification H-3022-2, dated January 22, 1973, copies of which are attached. This specification covers car same as we are presently building for Burlington Northern.

Specification H-3022-2 is modified as follows:

1. Stucki HS-6 snubbers included instead of Holland.
2. A-3 snubbers instead of Barber S-2-C
3. Bolster webs and cross webs are A-572, Grade 50 steel rather than plain carbon.
4. Top side plate A-441 steel rather than A-36
5. End sill and top end angle A-441 rather than A-36
6. Corner caps included as forged rather than $\frac{1}{4}$ " flanged plate.

Car we are offering is of all steel welded construction having a Weirton steel CSC center sill at 41.2 lbs. per foot Ex-Ten-50 steel. Cast steel draft sill will extend from striker to beyond bolsters and will be welded to center sill. Car is further constructed with cast steel hopper door frames and locks. Floors are to have 30° slope except bolster to end to have slope of 42° 12'. Car sides are flush and will permit unloading by use of rotary dump and side sheets will be bulged for added strength.

American Electric Power Service Corp.

September 10, 1973

Car will be equipped with ABD-1012 air brakes, high capacity draft gear, Wine cast steel frames, locks and hinges for riveted application, Type "F" rigid couplers and 100-ton roller bearing trucks having 3-11/16" spring travel, (Stucki ✓ HS-6 anti-rock snubbing device, A-3 ride control integral snubbers and 36" diameter, Class "CR" single wear wheels.

Your specification asks for pusher pads to be cast steel. We have included pusher pads fabricated, built up type, similar to that being applied to hopper cars now being built for BN.

Car complies with all current A.A.R. and F.R.A. Rules and Regulations in effect at date of our Specification H-3022-2 and car conforms to A.A.R. Limiting Outline Plate "B".

Subject to prior sale of space and based upon reasonably prompt acceptance of our proposal, we offer delivery commencing February, 1975, shipping at the rate of eight (8) to twelve (12) cars per working day.

General conditions regarding escalation, taxes, delivery, etc. are as set forth in Annex "A" attached. We will require escalation on labor, steel, specialty items and other materials, from date of this proposal. Any increase or decrease in labor will be adjusted on the basis of \$10.46 per car for each (1¢) one cent per hour change in labor costs as set forth in Annex "A". For your information, our labor contract expires April 19, 1976.

PRICE - 1000, 100-ton, 4000 Cu. Ft. Triple Hopper Cars -
\$18,440.00 Per Car.

Cars will be delivered to the Erie-Lackawanna Railway Company, f.o.b. tracks of Greenville Steel Car Company at Greenville, Pennsylvania for delivery as directed by you.

For your information, we estimate freight to the lines of the Burlington Northern at Chicago, Illinois to be \$151.20 per car, based on 420 miles at 36¢ per mile.

Approximate light weight of car - 58,500 lbs.

Painting and stenciling to be in accordance with your specification, Pages 10 and 11.

List of specialties showing prices at which they have been included in our proposal f.o.b. our plant, Greenville, Pennsylvania is attached.

GREENVILLE STEEL CAR COMPANY

American Electric Power Service Corp.

September 10, 1973

Thank you for the opportunity of quoting on your freight car requirements and we would be happy to answer questions and review specification with you.

Very truly yours,

GREENVILLE STEEL CAR COMPANY

G. C. Brecht
Vice President

JTE/egl

Enclosures: Specification H-3022-2
Annex "A"
Photographs

September 10, 1973

AMERICAN ELECTRIC POWER SERVICE CORPORATION100-Ton, 4000 Cu. Ft. Triple Hopper Cars

LIST OF SPECIALTIES SHOWING PRICES AT WHICH THEY HAVE BEEN INCLUDED
IN OUR PROPOSAL, F.O.B. OUR PLANT, GREENVILLE, PENNSYLVANIA

		Price Per Car
Air Brakes, ABD-1012, without retaining valve	Westinghouse Air Brake	\$667.18
Retainer Valve, one per car		12.30
Hand Brake #66 with sheave wheel	Ellcon National	93.25
Brake Regulator, double acting automatic	Ellcon National	102.75
Brake Step, standard	Morton	4.35
Draft Sill Casting, Grade "C" steel with 15-3/4" dia. center plate and "A" end of car to be arranged for use of rotary, type "F" coupler and "B" end of car arranged for use of fixed type "F" coupler		1,029.00
Couplers, S-613-HTE	ASF	395.60
Coupler Yokes, Y-45A-HTE, follower Y-46-HTE, pin Y-47	McConway Torley	215.10
Coupler Operating Device	Stanray	23.05
Defect Card Holder, cheeper	Western Railway Devices	1.08
Door Locks, frames, hinges 4-HF-1005	Wine Railway Appliance	550.05
Draft Gear, AAR Spec. M-901-E		396.00
Pipe Clamps, 9 - 1 1/4"		14.85
Axles, 6 1/2" x 12", D-11, Grade "F" Standard Steel		833.83
Bottom Connection, 3'2" offset type	Schaefer	23.54
Bottom Rod Support	Creco	6.20

Specialty List Continued

September 10, 1973

		Price Per Car
Brake Beams, #18 unit	Buffalo Brake Beam Co.	\$174.00
Brake Shoes, 2" composition type	Railroad Friction Products	34.40
Brake Shoe Keys, looney	Abex	2.90
Roller Bearings, 6 $\frac{1}{2}$ " x 12" with lubrication fitting	Timken	830.16
Roller Bearing Adapters, 6 $\frac{1}{2}$ " x 12" narrow type	General Standard	89.20
Side Bearings, double roller type	A. Stucki Co.	48.15
Springs, 24 outer coil, D-5 32 inner coil, D-6, 16 special inner coils, 3-11/16" travel	Henry Miller	178.79
Snubbers, A-3 with wear plates bolted and welded	ASF	82.70
Truck Levers, 8" x 14"	Schaefer	24.00
Unit Wear Plates, UW-133	Unit Truck Corp.	8.25
Roller Bearing Retainers	National Castings	7.10
Supplemental Snubbers, HS-6	A. Stucki Co.	505.00
Bolsters, 100-ton, Grade "C" steel to Grade "B" section with 16" dia. center plate machined and with liners applied	ASF	730.30
Side Frames, 100-ton, narrow pedestal type, Grade "C" steel to Grade "B" section	ASF	1,009.80
Wheels, 36" dia. one-wear, Section H-36, Class "C" 1-5/8" minimum rim	Standard Steel	956.96
ACI Labels		6.50
Brake Pins, body and truck	Excello	19.00
Primer Paint @ \$2.20 per gallon		
Finish Paint, Black direct-to-metal @ \$2.25 per gallon		